

INFORMATION REPORT

CD NO.

COUNTRY	USSR (Tatar ASSR)	DATE DISTR.	10 March 1962
SUBJECT	Production of TU-4 Aircraft at Aircraft Plant No. 22 in Kazan	NO OF PAGES	2
PLACE ACQUIRED		NO. OF ENCLS. <small>(LISTED BELOW)</small>	1
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TO CIA  
NAVY

1. Aircraft Plant No 22 is located about eight km north of the town center of Kazan (55°51'N/49°06'E), Tatar A.S.S.R. near the village of Karavayev. (1) During the reported period, two new workshops were being built at the plant. 25X1

2.

3. The fully assembled aircraft were towed to the factory field, where they were flight-tested and then flown by air force officers to their destination. The Caucasus district was frequently mentioned as a destination.

4. Much work was done on the aircraft outside the workshops. Some of the planes left the assembly shop ready for service while others were not fully assembled. The installation of engines and aircraft armament as well as work on landing gears and wings was frequently performed in the open. Both tanks and oxygen bottles were installed in the wings. (3)

5. From June to August 1949 the assembly of a four-engine plane with 14-cylinder, double-row radial engines, possibly an Il-10, was seen. The assembly was done in a very primitive manner. By November 1949 the plane was fully assembled but had not been tested. (4)

6. Trains were loaded with wings, fuselages and engines on the spur track north of the assembly hall. Source believed that some loaded railroad cars left the plant twice a week for an unknown destination.

7. The factory field was occupied by about 140 planes of various types, of which about 70 were TU-4s. (5) Details on the size of the field were not available. There was flying throughout the day and sometimes also at night. Twin and single-engine planes were seen in addition to the TU-4s. 25X1

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8. Source learned from Soviets that work was being done in three shifts and that approximately 5,000 men worked the day shift.
9. The airfield was guarded by a military unit consisting mostly of Tartars.

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[redacted] Comments.

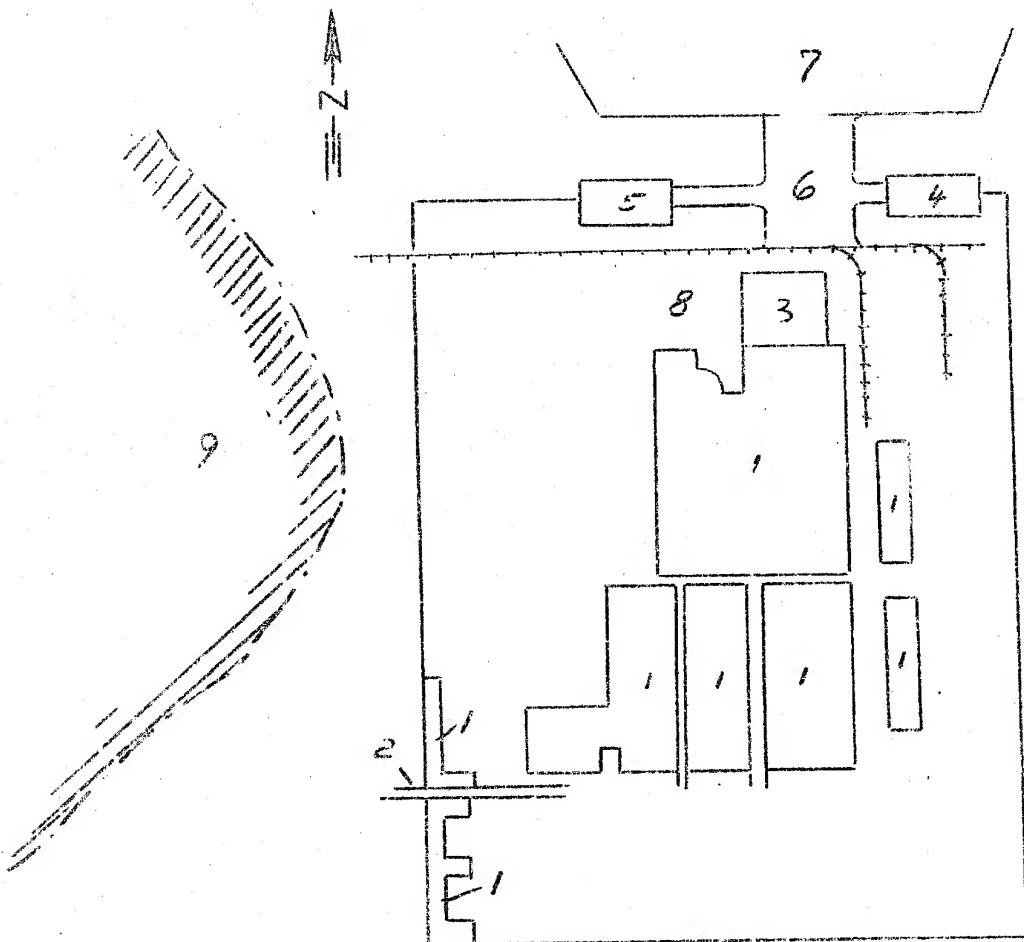
- (1) For layout of aircraft plant, see Annex.
- (2) The existence of such a numbering system is reported for the first time. However, the correctness of the observation is not doubted. The stated output of 360 aircraft within a period of 1½ months appears to be too low and can only be explained by the assumption that the production of the aircraft type concerned was to be discontinued altogether.
- (3) This observation is believed to be correct. The fact that half-finished planes were taken out of the workshops may have been due to lack of parts or inability to maintain production schedules.
- (4) This four-engine plane could not have been an IL-10 which has been used by the Soviet Air Forces for several years. It is believed more probable that the plane was an experimental prototype of a new model.
- (5) The presence at the factory field of 70 TU-4s indicates that this was approximately the monthly output. From data available on other Soviet aircraft plants, it could be inferred that the number of aircraft stationed at any one factory field roughly corresponds to the output of four to six weeks.

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Layout of Kazan Aircraft Plantscale about 1:7000Legend:

1. Hangars and buildings.
2. Main entrance.
3. Assembly shop.
4. and 5. New workshops, each 70 x 140 meters.
6. Taxistrip to airfield.
7. Airfield.
8. Four-engine plane assembly area.
9. Village of Karavayev.

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